

## INFORMATION REPORT

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COUNTRY Hungary

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Training Equipment

1. The equipment of the Hungarian Airforce is still limited to primary and basic training planes. The first training plane acquired by the Hungarian Air Force was a rebuilt two-seat Bucker-Jungman which was put into operation in April 1948. Subsequently, five or six other planes of the same type were rebuilt at the repair shops of the Matyasfold air field. The Matyasfold shop employs 15 - 20 mechanics.
2. The "Aero-ever" factory in Esztergom formerly built only gliders but is now making four-place, high-wing monoplanes with 240 hp engines, the first of which will be completed by the summer of 1949. This factory employs 100 men.
3. The repair shop of the Orszagos Magyar Repulo Egyesulet (OMRE-National Hungarian Air Association) is presently rebuilding a Bucker-Bestman and an Arado-79 glider at Budaors.
4. The Duna airplane factory is rebuilding approximately five Arado 95-A's for the Air Force and is constructing a new two place, low-wing training plane with a 100 hp engine, retractable wheels, and flaps.
5. The firm Siraly K.F.T., which employs about 20 men, is now rebuilding airplane wrecks.
6. The Hungarian Air Force has acquired 35 Russian UT-2 training planes which were delivered by the USSR at the end of September 1948.
7. In addition to the above, the Air Force bought 25 "Zlin" training planes from Czechoslovakia in November and December 1948. On 3 January 1949 five Arado 96-B's, equipped with 580 hp engines and suitable for pursuit training, were obtained in Prague, and negotiations are underway for the purchase of a Siebel two-engine transport from Czechoslovakia.

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CENTRAL INTELLIGENCE AGENCY

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CONFIDENTIALTraining

8. Pilot training has been conducted for some time through the government-sponsored Orszagos Magyar Repulo Egyesulet, which receives its funds from the Army budget. The OMRE has a budget of 70,000,000 forint for 1949. The most of this sum will be used for the reconstruction of provincial airfields and for the purchase of new planes. The secretary-general of the OMRE is Gyorgy Redei, a 23-year old ardent Communist who has had no flying experience.
9. Under the guise of "sport flying", the OMRE trains pilots for military purposes, and has approximately 30-35 Buckler, Klemm, and Arado M-25 primary trainers, as well as a Siebel-Hummel and a Sokol courier plane. The organization also has ordered forty Zlin training planes to equip five pilot schools which are to be established in the provinces. According to OMRE plans, each flying school will put fifty trainees through primary training each year, and an additional fifty trainees through a year's course in secondary training. The appointment of instructors to staff two schools has been hampered by OMRE policy that only dependable Communists be selected and by the fact that there are few Communist fliers available who have adequate technical background and experience.

Commercial Air Transport

10. Maszovlet, Soviet Hungarian air transport company, has a total of ten Li-2 transport planes, all of which are in poor condition. \*

25X1A \*  Comment: The Li-2 is also known as the PS-84, a pre-war copy of the DC-3.

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